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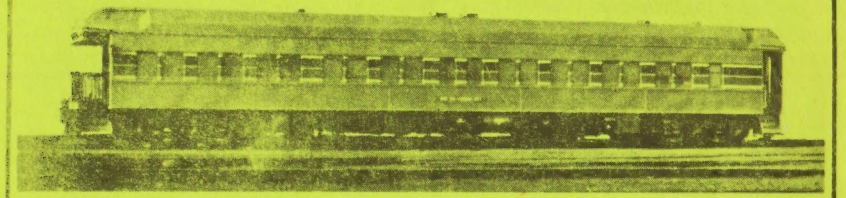

The Virginia City

A rolling Venetian Doge's palace, a mini-Ritz Hotel on wheels. Outside it's AMTRAK, with Hyatt roller bearings. Inside it's fabulously beautiful, incredibly luxurious and practical.

Its fabled observation "living room," largest of any known private car, seats nine under two Venetian chandeliers—has a working white and gold marble fireplace and a hidden "wet bar." There are three large studio staterooms, each with upper berth and lower berth with electric blanket, and each with clothes closet, full lavatory and odorless, electric flush chemical toilet. The magnificent dining room seats six. Adjacent to the very efficient completely modern kitchen is the crew's studio stateroom with every imaginable comfort.

The car has 4 TV's, 3 gas/elec. refrigerators, an Ampex music system to every room, shower bath with Turkish bath, a complete auxiliary 220 volt heating system (also the standard steam heating system), a 2-ton Pullman air conditioning system, propane activated emergency generators (25,000 watts for heat, 3,000 watts for charging car's lighting batteries) and many other unusual features.

Car is in San Francisco Bay Area. Will be shown ONLY by appointment, and only to those able to furnish evidences of financial responsibility.

So, if SINCERELY interested as a prospective buyer, send a request on your business letterhead for a large brochure loaded with information and photographs, many in color, and other pertinent materials, with your check for $7.50 to: Charles Clegg, c/o R. Lusch & Associates, 874 North Point, San Francisco, Ca. 94109.

RAIL TRAVEL NEWS

40¢

VOL.6 NO. 12
SECOND ISSUE OF
JULY 1976
#134

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For the benefit of those readers intending to go to Europe in search of "good trains," my advice is to stay home and ride Amtrak. Extensive first class rail travel thru six countries last month found no air conditioning, no water for drinking on trains, and one diner that brought the patron bread with his meal but charged extra for butter! Travel brochures and Cook's Timetable do not tell it as it is.

British Rail's TALISMAN lost 45 minutes between London and Edinburgh due to faulty drawbridges, switches and signals. BR enginemen do not use radio-phones. I also rode from London to Penzance and return in a first class car with all light bulbs removed. This train waited for 45 minutes at Redruth before the dispatcher decided to have our engine push the stalled train ahead of us into a siding. When I climbed off one of the stepless cars in exasperation to see what was going on, the amazed conductor almost had me arrested for trespassing.

Timekeeping on electrified Continental trains was much better, but the climate was much hotter. Ventilation could only be obtained by pulling down compartment windows, which had to be thrown up when inside the numerous tunnels. All seats faced each other, and they reclined forward only for about two or three inches. Many trains changed direction enroute. Wyes were non-existent. Salzburg, Austria, had the only visible roundhouse, and that was used mainly for bidirectional electrics. Hotels averaging $30 per night for a single room were not air conditioned either.

I could take solace, however, in crossing the Atlantic both ways on Cunard's "Queen Elizabeth 2." Even a tourist class passenger riding on an excursion plan was treated like a king.

Amtrak did run late both ways to and from New York, and Penn Station's escalators were not working on the day that I embarked. However, the new Amcoaches were air conditioned. The Amclub was hard to reach, but the food was reasonably priced.

Robert A. Brown
Newbury, Massachusetts

IN THIS ISSUE

This issue carries sort of a theme--Intermodalism, plus a look into the future of rail travel beyond the Bicentennial Year. Our cover illustration starts off the theme, which continues with Editor Jim Russell's brief account of his summer vacation, and goes on to the words of Amtrak's Mary Head and Paul Reistrup. We call your particular attention to Mr. Reistrup's talk, which we have reprinted here almost in its entirety. It seems to us that his words give a good glimpse into Amtrak's view of the future besides providing some interesting details of upcoming plans and goals.

AMTRAK SPEEDS UP THE PALMETTO

Amtrak announced on July 12 a speedup in the schedule of the new New York to Savannah PALMETTO, to take effect July 19. Amtrak said that based on the first two weeks of operating experience, it and the SCL decided that 30 minutes could be cut from the southbound schedule and 40 minutes from the northbound. Times will remain unchanged between New York and Richmond, but the northbound train now leaves Savannah at 7:30am instead of 6:50, and times are changed as far north as Petersburg (now 3:15pm), while Richmond arrival remains at 4:05pm and New York arrival 11pm. Southbound the schedule is unchanged until Dillon, where the train now arrives at 7pm instead of 7:08, and Savannah arrival is now 11:20pm instead of 11:50. Amtrak said that ridership is "very good," and will have exact figures at the end of July.

Mailing date for this issue of RTN is July 23. We expect to publish our third reader survey results next issue.

Urban-Suburban Transit

TRAGIC TRAIN CRASH on ConRail's New Haven line at evening rush hour Jul 13 killed one passenger outright and resulted in the death of a second the next day. Twenty-three others were injured. The 5:27 train from Grand Central to New Canaan, CT, struck an empty train that had just unloaded and was moving into a siding at the New Canaan station, at a reported 15mph. The 5:08 train, reportedly late, was the empty train struck from behind.

DENVER WILL NOT get a streetcar system at this time, UMTA decided Jun 29 in turning down the city's application for a proposed $733 million, 22-mile line. The DOT agency said that an improved bus system, which it will help fund, is a more suitable alternative for now, but it indicated willingness to make loans for land acquisition for a possible future streetcar system. Administrator Robert Patricelli said that Denver's case for a streetcar system is not strong, compared to other cities.

PLANNED PEOPLE MOVER for St. Paul, MN, is a subject of controversy, according to the Sunday Pioneer Press of that city. St. Paul stands a good chance of being awarded UMTA funds to build the $56 million line; other competing cities are Detroit, Los Angeles, and Jacksonville, FL. The line would connect Union Station with the Capitol, civic center, and other parts of the city, and is expected to stimulate $63 million in new urban development.

AN UMTA GRANT of $339.9 million was announced Jul 21--to finance equipment and other transit improvements in 7 cities: Washington, Baltimore, New York, Boston, San Francisco, Detroit, and Seattle. The Washington grant is for 50 articulated and 124 regular buses, but the artics are not, as the Wall Street Journal indicated, the first in the U.S.; AC Transit in our area has operated one for many years.

A BART TRAIN broke down at the Powell Street station in San Francisco at 4pm on Jul 13, resulting in closure of the station between 4:30 and 6:30, and rush hour delays while dispatchers routed other trains around the stalled train, which suffered from a locked axle. In other San Francisco news, the ferry boat "San Francisco", being built in San Diego, will not be ready for 6-8 more months, altho a sister craft, the "Marin," is to be ready for Golden Gate Transit use in 4-6 weeks.

NEW YORK'S MTA has published a book: "Seeing New York: The Official MTA Travel Guide." Published by Popular Library, the $2.95 volume has 240 pages, according to the Committee for Better Transit (Long Island City).

BOSTON AND MAINE'S long-awaited trial service for the Fiat rail car is about to begin. The car, #960, left Boston's North Station Jul 20 on train 213, a non-stop Beverly local, where it would perform signal tests as a lone unit between Beverly Junction and Hamilton. The following week the car will be given brake tests and after final FRA approval it will begin off-peak and weekend service on B&M routes. The non-air conditioned car (with opening windows) seats 66 in coach & 1st class.

QUOTES OF THE WEEK***

"For those who ride the skies or the highways across the country and think there is no other way to go, I hope this piece answers their disbelief that anybody rides the train these days. All kinds of people ride trains. People who savor the adventure, the leisure, the scenery, the time to be with other people that only trains offer."

--Mary Z. Gray in New York Times, July 18

SLIP OF THE MONTH CLUB***

"Since the railroad was pressed for cash, SEC said the defendants falsified books to covert the dividend into a loan and the bondholders did not have to be paid. Meanwhile, the line has filed for inclusion in the Burlington Northern system."

--UTU News, July 17

(Did the line file overtly or covertly?)

Rail Canada

CTC FACES DILEMMA ON TRANSCON PASSENGER RUNS

by Angus M. M. Dundee

The Canadian Transport Commission is facing an increasingly difficult task in preparation of plans for consolidated passenger train operations on the cross-Canada run. While under orders from Transport Minister Otto Lang to eliminate duplication, CTC staff has returned from public hearings in 13 cities with mountains of evidence urging improvements in CN's SUPER CONTINENTAL runs, and CP Rail's CANADIAN service. There has been practically no public support of any kind for reduced service, according to new dispatches from the hearing centres.

Federal Transport Minister Lang ordered design of a single-train plan in January. If Lang did not actually make such an order, according to reporters, CTC staff considers that he did. Railway labour spokesmen were among witnesses suggesting that CTC has the legal power to design its own transcontinental passenger train system, no matter what Lang has ordered. Should CTC staff follow this course, interesting legal challenges may be raised; but chances are increased that both transcon runs will survive.

Various groups ranging from railway buffs to regional citizens groups have urged additional public hearings before any change in present operations is made. A number of Western groups are charging discrimination by Ottawa against the Prairie provinces. This charge is based upon earlier announcements of improvements in the near future for the Montreal-Quebec City corridor; and later for the Montreal-Toronto-Windsor corridor service.

Increasing unrest with the present Trudeau government may at least partially affect the future of the transcon rail services. While at the moment Ottawa observers say the CTC is not in the position to propose both SUPER CONTINENTAL and CANADIAN services be continued, the increasing shakiness of the Trudeau government may make this the "easy way out" should the government's problems continue.

The prominent Toronto Globe & Mail has editorially stated that the government has been in power "too long." Recent resignation of former transport minister Jean Marchand from the cabinet in a dispute with present Transport Minister Otto Lang over settlement of the air controllers' bilingualism dispute is indicative of the problems being faced by Trudeau in transport, as well as other portfolios.

The 3-month round of public hearings was expected to conclude by July 9. Meanwhile, CP Rail CANADIAN consists swelled to 18 cars in late June during the 9-day air controllers' dispute; and CN SUPER CONTINENTAL bookings were reported very heavy. A derailment of the SUPER CONTINENTAL July 1 at Oakville, Manitoba, about 40 miles west of Winnipeg, snarled CN service. The SUPER sleeping car section was affected, with some E-series sleepers tilted at 45° angles in an area where concrete ties are being installed. ***

TRANSCON HEARINGS NEWSBRIEFS: CN witnesses told CTC staff that development of a new $7 million electronic reservations system for transcontinental space assignment has been deferred because of uncertainties regarding continued operation of their transcon trains. The present system, developed 10 years ago, is overloaded, CN testified..... CP Rail passenger-dept. men told CTC staff they had no system to determine how passengers who had sought rail accommodation fared after they were told "no space." CTC subsequently ordered CP to prepare figures on what happens to turnaways. There is some speculation CTC may investigate CP Rail's gradual reduction in train length during the busy summer period. The CANADIAN gradually has been reduced from 22 to 10 cars between 1966-1975 in the summer. CN was also ordered to report to CTC staff on what happens to passengers turned away.....

APPLICATION FOR ABANDONMENT of CN passenger train service between Jasper, Alta., and Prince Rupert, B.C. has been made. The runs are tri-weekly, but daily in summer. A CN spokesman told the CTC that the runs are uneconomic without government subsidy, but admitted there has been no attempt to market them along the route.

CANADIAN MANUFACTURERS HAVE launched a war of words as the battle begins for contracts to build new trains for the recently-announced Montreal-Quebec City rail upgrading. Laurent Beaudoin, president of Bombardier, partner in the LRC consortium, attacked the Turbotrain, being pushed by competitor Pratt & Whitney. He said: "Inspired by aerospace techniques and conceived at a time when energy was not expensive nor in short supply, the Turbo is so costly to operate that Amtrak has decided not to purchase any more, and will probably get rid of those it already has." D. C. Lowe of Pratt & Whitney, denied the charges, and stressed Turbo reliability on present CN runs. Canadian transport figures feel the LRC-type equipment has very favorable odds for being selected for the upgrading.

PULLMAN-STANDARD COMPANY is making sales pitches in Canada for its bi-level design cars for transcontinental trains. Railway brass have been shown 71-seat coaches and 54-bed sleepers ranging from $600,000 to $800,000 per car.

ESQUIMALT & NANAIMO'S RDC train continues to operate Victoria-Parksville, B.C. pending a CTC decision on CP Rail's petition to discontinue both the passenger run and the now-unused trackage between Parksville and Courtenay.

PROVINCE OF SASKATCHEWAN has developed an assistance program for transit systems with a somewhat unusual twist--payment of 3¢ per passenger is made to city transit operators, in addition to 50% of the cost of new buses, and 75% of the cost of transit facilities, such as garages and maintenance stations.

CN'S SUMMER TIMETABLE carries the ominous note: "Quebec Palais Station will close sometime during 1976 and all CN trains will then originate and terminate at Ste. Foy." Ste. Foy is 11 miles west of the Palais Station, which is near the downtown central business district and tourist areas. A decline in train patronage can be expected. Trains affected will include CN's Rapidos, RDC operations to Clermont, Richmond, Chicoutimi, and Senneterre and Cochrane. Running times will be increased on some runs. For instance, 45 mins will be added to tri-weekly daytime runs to Chicoutimi. CP's RDC runs on the north shore of the St. Lawrence also use Palais Station, which is one of the most distinguished architectural landmarks on Quebec Province.

THE OTTAWA GOVERNMENT should finance transit improvements with oil revenues, a top Canadian transport figure has suggested. In addition, the oil companies wouldn't oppose such a measure, according to Kirk Foley, president of the Urban Transportation Corporation, which is building 200 new streetcars for Toronto. Foley said more funds applied for transit systems would mean less funding needed for oil exploration and development. He cited a National Research Council estimate that for every $1 billion spent on transit programs, some $2 billion would be saved in energy costs for the Dominion. A present barrier to the proposal is a federal requirement that no spending program be linked to specific revenue sources.

A DUTY-FREE SHOP retailing liquor and tobacco products at reduced prices has been opened aboard the "Princess Marguerite" on the Seattle-Victoria run. Passengers on board receive the same price advantages enjoyed by passengers on "deep-sea" international cruises. The ship will operate thru Sept 24 this season. Disturbing rumours come to us that the present B.C. government would like to replace the ship next season. This would be a mistake, as the ever-growing multitude of satisfied passengers would attest to (patronage up 25% in June, over June 1975). See our First June issue, 1975, in which Jim Russell described the ship as a "total sensory experience" not to be missed. This description still holds. Arrangements are being made with Amtrak to list a connection to the ship in their timetables in the near future. It would indeed be a shame if this extraordinary travel experience, which attracts many travelers to Victoria, were to be discontinued.

B.C. FERRY SYSTEM raised its fares 100% on June 1 ("Princess Marguerite" not affected, and travel to Vancouver Island has fallen off 30-40%, with business declines of 40-50%. B.C. Premier Bill Bennett has agreed to hold meetings with tourist industry officials on the island. Bennett is a novice of two years in politics.

THE WHITE PASS & Yukon Railway plans to remain narrow gauge until at least the year 2000, according to a recent announcement.

AN INTERMODAL VACATION

by Jim Russell

We managed to get away for most of two weeks this year to our favorite summer retreat in the High Sierra, tho Ye Editor had to return for a few days in the middle of it to finish up some work, but thereby achieving an Intermodal Vacation, using Greyhound and Amtrak, leaving the Automobile in the mountains for the rest of the gang.

A reader predicted we would write about the terrors of Interstate 80 again, and he was right. That highway between Berkeley and Truckee is no joy, and the absolute worst is the segment to Sacramento. For sheer monotony and boredom, coupled with the anxieties of heavy, erratic traffic, it must have few competitors. Happily, however, the powers that be recognize this--or perhaps what they recognize is the high cost of building another such freeway--and a commuter corridor by rail is slowly emerging here. We can hardly wait.

Traffic on I-80 moves along at 65mph under the 55mph speed limit; it used to be 80mph under the 70mph limit. It's much saner now, but one feels even saner on the Greyhound, and on Amtrak perfectly at home and relaxed. After a Hound trip from South Lake Tahoe to Richmond and a hop over to BART (the stations aren't too far apart, but will be adjoining, along with an Amtrak depot, one of these days) we were home with little fuss. On our return to the Lake, we boarded the SAN FRANCISCO ZEPHYR at Oakland on a mid-week morning. The station was humming with activity--summer-clad travelers anxious to be on their way. The train began boarding at 10:29 for its 10:55 departure. Signs posted apologized for the lack of a lounge car. The conductor said the car had been bad-ordered last night because of a burned-out generator. He was telling passengers "If you want to smoke, use the restrooms or the vestibule." Drinks would be sold in the diner.

Under Amtrak's summertime unassigned seat policy, we were free to choose our own location, and we opted for a middle-of-the-car seat on the left (bay) side in car 5014 "Silver Bit." We got moving, and observed that the car rode rather poorly, even in the middle. While the seats were large and soft, they sagged with wear, making the window sill too high--less comfortable than an Amfleet car. "Bring on the bi-levels!" we thought. These cars have had it. There comes a point where nostalgia is overcome by the attraction of the new. Nevertheless, our second choice next to a new railroad car would be an old railroad car, and we found this ride the most comfortable part of our vacation traveling.

At 11:55 we walked into the diner (car 8065 "Lake McDonald", colorful and pleasant, with clearer windows than our coach) and were immediately seated, there to enjoy a lunch of Dutch Meat Plate ($3.50)--a very fine combination of smoked ham, turkey loaf, Swiss and yellow cheese, lettuce and tomato. Service was excellent, and we finished just in time to detrain at Sacramento at 12:45, five minutes late, delayed by slow orders for a lot of track repair along the way.

In 1937 there were ten daily train departures from Berkeley to Sacramento. In 1952 there were five. Today there is one (up from 3 times a week a few years ago), and the curve is expected to rise again. We had just detrained from the one train, and waited a few minutes in Sacramento, under the typical 90° summer sun, to watch the westbound train, running on time, appear. We walked to the end of the station area and photographed number 5 as it crossed the river on its way to Oakland. We then walked a few yards to the newly-built recreation of the original Central Pacific station, a block from the Amtrak depot, and adjoining the half-completed "Old Sacramento" area of restored buildings.

The CP station is a state park, and park employees were busy polishing the engines stored inside: Northwestern Pacific engine 112, Virginia & Truckee #21 "J. W. Bowker", and Central Pacific #60 "Jupiter." Visitors could also examine two antique cars: Central of Georgia open platform observation car 97 "Gold Coast" and D&RG baggage car 550. Dedication of the building will be Sept 25. We made our way to the Greyhound terminal about 7 blocks away and had a pleasant ride to South Tahoe to rejoin the Automobile and the rest of the gang.

Trains in Your Future

REMARKS OF AMTRAK PRESIDENT PAUL H. REISTRUP
BEFORE THE ROTARY CLUB OF ATLANTA, JULY 12

Because Amtrak is an unusual organization and because its role in the transportation industry is growing, I would like to present Amtrak to you today in terms of its relationship with that industry. Transportation is such a massive endeavor that few really understand it. But we all pay a lot for it. Each year we spend about three times as much on transportation, across the board, as we do on defense. Few things touch our lives more totally than transportation. Yet, we are inclined to take it all for granted. We are inclined to go along with things as they are, seldom thinking about the direction they are going or of the pitfalls along the way.

But this is changing. There are forces at work today which will have more impact upon transportation than the invention of the steam engine. These forces will change the "American Way of Life" more than anything has since the introduction of the automobile. They will do this because they will impact directly upon our ability to continue the use of the automobile in the way we have been accustomed to using it. Because of this, these things will have a significant impact upon our daily lives and our pocketbooks.

The dominant modes of transportation today in terms of the number of people moved and of the number of passenger miles traveled are the automobile and the airplane. Both are heavily dependent upon petroleum-based fuel and there is a shadow on the petroleum horizon. Related to this, there is a growing concern over what I might call the "true cost of travel." The American public—although very slowly—is becoming more and more aware of the fact that automobile travel costs are not simply those of gas, oil and the car, and that the cost of air travel involves a lot more than the cost of the ticket. These are two of those "forces" I mentioned. A third is one of various components, but which might be summed up with the word "congestion." There are often too many cars on the road, too many planes in the airways, too much real estate committed to parking garages all over our cities and towns and too many planes crowding the airports. And from this, pollution and environmental problems arise. These are not minor issues and they are not going to go away. They are very definitely mushrooming and whether we like it or not, they are going to bring about quantum changes in how we move from place to place and how we live our daily lives.

With the end of WW II, this country burst out of the bonds of a wartime rationed economy into the "Age of the Automobile". During the war, the national system of interstate and defense highways had been authorized. Although only modest funding was provided in the act of 1944, things began to change drastically with the Federal-Aid Highway Act of 1956. A brand new 42,000 mile interstate highway program was begun and hundreds of billions of dollars were made available for its construction, maintenance and operation.

During this period, the railroads were losing money at the rate of $500 million per year. They had no alternative than to discontinue ordering new passenger equipment and to cut costly services wherever possible. Rail passenger service was going to disappear if left in that condition.

Despite all of this, there was a small spark still burning among the ashes of this once great industry. Some people looked around sizing up the situation and the alternatives and asked, "What would it be like to live in a country as big as the United States if all rail passenger service ceased to exist?" Or they asked themselves the directly related question, "What will it be like, in years to come, if all we have are automobiles, buses and airplanes—no rail passenger system—when the oil barrel runs dry?" What will the alternative be then?

It has been estimated that it would cost no less than $100 billion to rebuild the rail passenger system. As a result Congress became concerned over the impending demise of the rail passenger system and concerned about congestion on the highways and on the airways and airports and they were appalled at the loss of life on the highways—50,000 plus per year. Something had to be done to save the trains and something had to be done to bring about a more sensible balance between the various modes of transportation. Someone had to take the initiative. Nothing happens by itself.

After a decade of studies, argument and discussion, Congress passed the Rail Passenger Service Act of 1970 and created the National Rail Passenger Corporation, otherwise known as Amtrak. One alternative would have been to nationalize the railroads. To most Americans this is totally unacceptable. Another was to create a new kind of corporation. Amtrak is a private corporation and is not an agency of the Federal Government. Amtrak generates an income from its rail passenger service business and has access to government funds to meet expenses which the system is unable to cover from its own revenues. It may very well be that the Amtrak formula for the solution of this complex national problem represents a new level of the maturity of the American method of doing business. Amtrak, though publicly sponsored, operates almost entirely on the private rights-of-way of various railroad companies. On the other hand, the other private passenger transportation companies are totally dependent upon the government for services and for their essential rights of way, whether they are airways, highways or waterways. They do not ask the government for funds directly except for certain subsidies, but they demand those things which money can buy...the benefits of public right of way. There may not be as much difference between Amtrak and other passenger travel modes as some think.

Amtrak came into existence on May 1, 1971. The Secretary of Transportation had designated the "end point" cities which outlined the structure of the basic system which Amtrak would operate, and the incorporators of Amtrak had selected the routes between those cities over the actual railroads which would be used. Thus, the initial basic system of Amtrak had been selected before the corporation came into being. This system was to be served initially by the operation of 186 trains...all that remained from the 400 trains which had been running the day before Amtrak started.

Amtrak's equipment came from that which was in use. At that time, no companies in the United States were manufacturing the kind of cars required for intercity passenger service, so our engineers scoured the country for the best of those already in existence. They came up with about 2,000 cars. On the other hand, it was possible to purchase locomotives. One of the boldest strokes made by the company during its early days was to order 150 new locomotives. They did that in such a way that there was no risk. They purchased a type which is convertible to freight and would be acceptable to the railroads if Amtrak went out of business. At that time Amtrak was not sure it was here to stay. I cite that example because much that was done during those fragile first years was done that way. It was a precarious beginning, funded by the government on a year-to-year basis.

As in the case of the MARTA system here in Atlanta and its purchase of rolling stock from France, Amtrak has purchased a very functional Turboliner from the French and we expect delivery of a French locomotive in the near future. Unfortunately, American industry has fallen behind or ignored developments in rolling stock for passenger service.

Now we have hundreds of new locomotives; we have nearly 800 new cars either on hand, being delivered or on order and we are gradually converting that "Antique Museum" which we have been operating into a modern passenger service. We are refurbishing and remodeling stations. We have built some new ones. We have taken over commissaries for food storage and preparation. We now have more than 14,000 people and we serve nearly 500 communities large and small.

But all of this does not make a railroad. We are not yet an actual railroad. We are creating a railroad system. We are building the first nationwide rail passenger service and this will be an unique achievement. Many people have not understood this. . .the fact that all of this is in transition. I'd like to say a few words about that.

First of all, we have fewer than 2,000 cars. Except for the brand new cars which have been coming almost daily since last August (we have about 250 of them now), our equipment is very old and averages more than 25 years of use in hard service. These old cars have old air conditioners, old heaters, old wiring and are just not the kind of equipment with which a new company would ordinarily be expected to go out into a tough market to beat the competition. For the most part, our new cars have replaced old cars on a one-for-one basis. Our inventory remains almost the same.

Therefore, as a first step in the creation of a new rail passenger system we must get new equipment and we must get a lot more of it. Years ago there had been more than 20,000 daily trains with 42,000 cars in the equipment pool. I'm sure those figures include a lot of commuter service, which we are not involved in, but even so the figures give you some idea of what the true needs of a nationwide system can be. They have to be much higher than 2,000.

We need new equipment, not just for the obvious reasons but we need to be able to get rid of the terrible expense of trying to keep antiques in service. With a 26,000 mile system to operate and with so little serviceable equipment, we find that most of Amtrak's route mileage is served by trains traveling only once-a-day each way. This is hardly adequate. We do our best to schedule arrival and departure times at the major end point cities to meet the needs of most people. Wherever possible, we schedule connecting times between trains so that they are convenient. However, it is not possible to do this in all cases and most of all, it is not possible to provide optimum times for many en route or intermediate stations. Thus, a great number of the places we serve are subject to arrival and departure times which are in the dead of the night or at other inconvenient hours.

Nowhere does this "frequency" problem show up worse than in the round trip market. For many would-be travelers, it is just about impossible to schedule a round trip between two points on the same day. They have to wait an extra 24 hours for the next day's train in the opposite direction. Because of our once-a-day service we are just about out of the short or intermediate round trip business. This creates another marketing handicap on top of the old equipment handicap.

The solution lies again in more equipment. When we have enough to add more trains, every stop in the Amtrak system should be served not less than twice a day each way on the long distance routes, not less than three times a day each way on the shorter routes, or not at all. The reasonable yardstick must be determined by proper market studies taking into consideration such things as the population density of all points served. Thus, equipment and frequency are two of the most important essential characteristics of a worthwhile nationwide rail passenger service.

The third is even more important. This is speed. The whole essence of transportation is movement and the basic characteristic of movement is speed. It is vitally important in all modes of transportation to move at an optimum rate. The world of the automobile moves at 55 mph and that is where our market is. Therefore, if Amtrak is going to be able to compete with the automobile, it is going to have to do better than 55 mph. I believe that a viable rail passenger service should travel at a speed which will produce an elapsed time between any two points in the system which is no greater than two-thirds of the normal elapsed time for the automobile traveler between those same points. This would be about 85 mph and up to 125 mph in corridors.

The system-wide rate of speed of Amtrak trains today is under 50 mph. This is governed by track conditions and by other restrictions such as those placed on our trains by local governments for the protection of the lives of automobile travelers at grade crossings. We are working on both problems but to date we have made very little gain in this most difficult area. Amtrak trains run slower or as slow today than they ran in 1971 when we started. This is Amtrak's biggest hurdle and we are going to overcome it only with the cooperation of the railroads involved, the government and the American public. In short, a national policy decision has to be made to commit the funding necessary.

I have discussed with you now the basic concept of Amtrak and what it takes to create a viable rail passenger service. I have told you that Amtrak was created from the ashes of a crisis situation. I believe we now face the next step in that major task. We have got to do much more than just establish a basic rail passenger system. We must get prepared to provide a larger share of the intercity passenger market, now traveling by automobile, as a public necessity.

In this country 87 percent of the people who travel from city to city travel by automobile, 10 percent more travel by plane, 2 percent travel by bus and only 1 percent travel by train. The imbalance of this proportion: 87-10-2-1 presents a critical situation. If automobile travel dropped only one percent and those passengers came over to trains, Amtrak's passenger load would be doubled. If automobile travel dropped by 3 percent and that group was divided between buses and trains, both of us would find our passenger loads doubled.

Now if the reason auto travel had dropped that tiny three percent was a result of a gas shortage or a serious price change or anything else to do with petroleum supplies, it would certainly affect air travel. What if air travel dropped three percent also? This would mean that all intercity bus travel and all Amtrak travel everywhere would have to increase 200%. Could the motorbus industry and could Amtrak, with its 2,000 aged cars, handle such an increase? I doubt it.

The leverage is so great in that ominous "87-10-2-1" proportion that any small change in the availability of petroleum supplies would drastically alter the imbalance of the transportation set up. During the "fuel crisis" winter of 1973-74, we had a chance to see this leverage at work. On many days, on many trains, Amtrak was flooded with passengers many of whom had never been on a train before. This could happen again at any time. It is certain to happen again!

Natural processes have produced the petroleum of this world and that job is done as far as mankind is concerned. Whatever the volume and content of the "World Oil Barrel" is, it is less today than it was yesterday and it will be less tomorrow than it is today. When it reaches that point at which it can no longer supply the demand, either through natural depletion or by manmade causes, we are going to find that automobile and airplane travel . . . those which are most dependent upon and least efficient in the use of petroleum . . . are going to be the first modes which have to cut back. Then: what will it be like in this country if we have not prepared in advance for that certain eventuality?

I have said above that a simple reduction of 3 percent in auto travel and 3 percent in airlift would create a 200% increase in bus and train passenger loads. Just think what this will be when the cutback is 30 or even 50 percent. This is a most important matter for consideration by all of us. Transportation has done much to make this country as great as it is. Our intricate economic system is dependent upon transportation. A lack of transportation will do much to tear this complex infrastructure down. What a farmer harvests in his fields is

turned into a useful commodity by plentiful and low cost transportation. The resources required by industry and the very products manufactured from those resources have no value until they are placed on the right door step. The wheels of commerce are the wheels of transportation. And in a world faced with the fact of petroleum depletion, we are going to have to turn to those modes of transportation which are most energy effective. Nothing is as effective as rolling a steel wheel on a steel rail. There is a railroad in your future and the oil crisis proves that.

I have recounted for you the origin and the initial build up of Amtrak. We are not yet at the "square one" level. We started too far behind the mark. But we are not standing still and most importantly . . . we are no longer falling back. We have turned the corner and we are moving forward on all fronts. Let me tell you some of the things which are happening.

First, we are well on the way to converting our "Antique Museum" of old cars into a fine fleet of new cars. About 500 Budd-built cars are on hand or on order and 250 of them are out on the tracks pleasing more and more passengers each day. On top of this, 235 Amtrak designed bi-level cars are being manufactured by the Pullman-Standard Company and they will begin to see service on our western long-distance routes next year. These will make up the finest trains in service anywhere in the world. And we expect hundreds of new cars to come along after these first orders are completed.

Secondly, with new cars and more equipment we have increased the frequency of service on some routes and, as in the case of our Chicago to Detroit route, we have seen spectacular ridership and revenue increases immediately following the introduction of new equipment and additional service. This will be repeated elsewhere as fast as equipment becomes available.

Thirdly, and this is most important, we have been working with the railroads to cut down on trip time and this fall when our October timetable comes out, there are going to be some very important speed increases on some of our longest routes. This is a most important achievement. Rail passenger service will only become competitive when it begins to travel faster than the automobile.

These are significant milestones. We have turned around the generation-long decline in passenger ridership and in revenue production and we are just about to turn around the long decline in train speeds. These have been our greatest handicaps and they are being overcome. It takes a quantum improvement in all three of these very basic factors to get Amtrak up to the status of a first class passenger railroad. I can assure you, today, that we are on the way.

This presents a continuing challenge. We have an opportunity by acting now to go beyond the rebuilding of rail passenger service to prepare the backbone of our total passenger transportation system and to have it in being for the inevitable time when we are going to need it the most. We have this opportunity at a time when the heavy construction business needs all the help it can get. We have this opportunity at a time when employment, especially in the construction business, is at a low ebb. We know that the once great rail passenger equipment industry has all but vanished. We have been forced to send our engineers all over the world just as you have had to do here in Atlanta to meet MARTA requirements, to look for cars, locomotives and supporting equipment in order to keep our trains running.

We have this magnificent opportunity to put all of this together, to create tens of thousands of jobs and to rebuild several major industries. Already Congress has signalled the way to go. Amtrak has been given enough money to keep the present system running and to build upon it slowly. On top of this Amtrak has been given the green light to go ahead with the Northeast Corridor project. This points the way of the future.

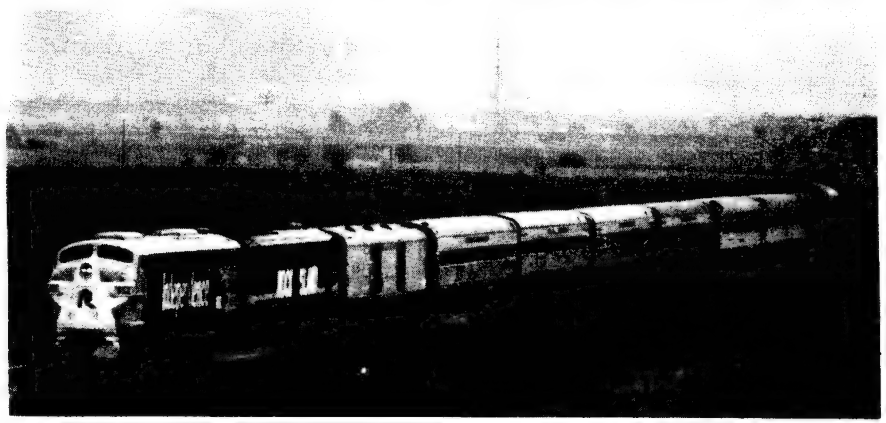
During April, this year, we acquired the Northeast Corridor property from Washington to Boston. Right now work is going on from one end of that corridor to the other upgrading that roadbed, improving the track, rebuilding bridges . . . there are 857 bridges in the 456 miles and 150 of them were built before 1895. They need to be rebuilt! We are going to prepare it for a new generation of trains which will provide for trip times between Washington and New York of 2:40 minutes and between New York and Boston of 3:40. This will be only a beginning. Before long, we hope to have trains running at 125 mph in the corridor with elapsed city-center times which will equal or beat any train in the world.

The Northeast Corridor will be our showcase. There are any number of emerging corridors throughout the country which need to be upgraded just as we are doing in the Northeast. Following that, market studies will demand that we lengthen corridors to take full advantage of the demographics of these megalopolises. For example: the corridor to Washington must stretch southward to pick up the heavily populated area to Richmond. Corridors will be lengthened and, in some cases, they may meet. In other cases, they will join with long-distance trains completing the network of modern, first class rail passenger service throughout the whole country.

In each metropolitan area, Amtrak would like to begin a program to join its services with those of the local mass transit systems at intermodal stations. This has been started in the Washington area, in Boston, San Francisco and other places. Why shouldn't it be possible for millions of people to step out of their homes, take a bus or subway to an intermodal station, continue via train to almost any point in the country, get off at another intermodal station and continue to their destination via motorbus or mass transit?

This is the reason for Amtrak. This is Amtrak's game plan. But this is a much bigger program than Amtrak is going to be able to handle by itself. First, to avoid the disappearance of rail passenger service Congress established Amtrak. Now the challenge is even greater. We know the "World Oil Barrel" is running out and we know the imbalance in this country's transportation system is dangerous. So now Amtrak must be moved to more realistic levels of equipment and service and this must be done on an accelerated basis.

The timing for this is right and we must take advantage of it. During an election year it is customary to take a look at important issues and to assure that the most important of these issues appear in the national platform of each major party. I can think of no domestic issue presently being put forth by either party which impacts more directly upon each one of us and upon the "American Way of Life" than this one of the provision of basic transportation essentials for the whole country. I hope you agree with me.



Rock Island Passenger Special at Mohena IL May 16 (see cover photo last issue). Photo: R. P. Campbell.

PREDICTING AMTRAK'S FUTURE

Remarks of Mary Head, Consumer Representative and Vice-Chairman of Amtrak's Board of Directors, before the Railroad Public Relations Association Convention, San Diego, Calif., June 14, 1976. Mary Head was listed by Business Week magazine last month as one of the country's 100 Top Corporate Women.

Now that a part of railroading has moved closer to the consumer sector, all Americans, whether they ride the trains or not, are taking a lot closer look at the entire railroad industry. You all know this--the success or failures of the rail passenger business determine to a great extent the opinion that the American public has of the entire industry. Whether we like it or not, Amtrak is now the big picture window on the industry. My concern is that it is a clean, bright and shiny window with a view of railroading at its very best.

With this in mind--with this inevitably close relationship between us foremost in our minds--I would like to make some predictions:

*First of all, we think Amtrak is here to stay. Those uncertain days of 1971-73 are behind us. The public has had a look at better trains and better service and they want more. Congress has heard the voice of the public, especially during the "fuel crisis" days of 1973-74, and they know that the public wants better trains and wants a choice of alternatives in the transportation business. And, I believe, they are willing to pay reasonable amounts of money to bring this about.

*Prediction no. 2: Things are going to improve in the rail passenger business and they are going to improve in quantum leaps. For one thing, they could hardly have gotten worse... Now (everything), except perhaps speed in some areas, is improving and it is going to continue to improve. There is no other way to go.

*Prediction no. 3: Amtrak is going to expand. This may come as a surprise to people who have not watched things carefully and to those who have confined their information to that which can be found in the papers... We have got to have more cars. We have got to operate more schedules with more frequency as a matter of basic convenience, and we have got to provide basic service to more places in this country. When so much of our funding is derived from the people, it stands to reason that our product must be made available to the people--everywhere...

*Prediction no. 4: Rail passenger service, service in all of its meaning--on-board, in stations, on the rails, on the telephone, everywhere--is going to get better. Thousands of our employees who have come to Amtrak because they believe, really believe, in this business are beginning to get the kinks out of the system and they are getting better and better in whatever job they are doing. I can tell you with real assurance that service throughout the Amtrak system is going to get a lot better in 1977, 1978, and 1979.

These are fundamentals; they affect everyone of us and each of our companies. We are all in this together. In a sense, we at Amtrak must be much more pragmatic about this than you. You own that trackage, you run your freight on it, but we ride on it and our passengers ride on it--and when they have problems, they tell us about it, loudly... While we work together to improve track and related services, we are getting closer on another problem which has plagued the industry for years. We have got to break some of the bottlenecks delaying significant achievement on the grade crossing problem. Both of our trains are delayed almost as much by ordinances laid down by local municipalities as by "slow orders" placed on maintenance work. We have established an office to zero in on this task and to work as the "cutting edge" for a cooperative program involving the railroads, government at all levels, and the public...

Amtrak has been able to turn around the generation-long decline in passenger ridership... (but) we have not been able to stop the decline of the overall average speed of Amtrak trains. It has decreased every year, year by year, since Amtrak began... This must be turned around. And we cannot do this. It is not within our means and capacity. That track is private property.

Mixed Train of Thoughts

AMTRAK'S MAY RIDERSHIP increased 8% above 1975, according to preliminary figures just released by the rail corporation. Long distance ridership jumped 24% and short distance was up 4%. First class ridership was 19% higher than in May 1975. For the first five months of 1976, riders numbered 5% more overall than in the same period of 1975, while long distance travel was up 16% and short distance 2%. Amtrak said that on-time performance in May was 78.9% overall, up from 71.8% in April..... SWEDISH ELECTRIC LOCOMOTIVE that Amtrak announced last Oct 30 it would test in the Colonial Corridor, arrived by ship July 21 at Port Elizabeth, NJ, and was being unloaded the 22nd, to be towed to a preparation point (the engine lacked a pantograph). The model Rc4 6000hp locomotive built by ASEA is on a 6-month lease to Amtrak (see Second Oct issue, 1975)..... THE SDP40F LOCOMOTIVES are back on the JAMES WHITCOMB RILEY/MOUNTAINEER (see Cars & Consists, p.18) after tests by Amtrak and C&O indicated that they did not produce high lateral forces at high speeds--in fact they produced lighter lateral forces than the E units that replaced them on the run late last March at C&O's insistence..... A FLOOD OF inquiries followed the statement here (second June issue) that Amtrak planned to make the RILEY a night train between Chicago and Cincinnati. Amtrak headquarters says this is one alternative being considered as to what changes to make when the Washington-Cincinnati train debuts. In the same issue we passed on a comment about the new bi-level sleeper configurations. Those being built are economy sleepers, but not the usual slumbercoach configuration. Amtrak's design department is scheduled to present the Board soon with a proposal for bi-level sleepers having luxury accommodations on the upper level and economy below. Under the Lewis Amtrak, the original idea was to build only economy sleepers..... THREE SP DOMES should be operating on the COAST STARLIGHT now, tho we can't say for sure. One dome, #9371 is reportedly to be scrapped, leaving only three usable. Car 9374 was the first to appear on the train this summer; it was said to have replaced the dome on the SOUTHWEST LIMITED for two trips early in July when that train's lounge was bad-ordered. Amfleet car 21147 deadheaded on the northbound STARLIGHT of July 7, with dome 9374 missing from the set. The Amcoach was sent to Seattle for crew training.....

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AMFLEETING TO MONTEREY? At the Jun 30 meeting of those planning the revival of the San Francisco-Monterey DEL MONTE EXPRESS, Amtrak representative Arthur Lloyd said that the train will use two 84-seat Amcoaches and a 60-seat Amfleet food service car. The following schedule was agreed upon: lv Monterey Mon-Sat 7:45am, ar S.F. 10:15; lv S.F. Sun-Fri 4pm, ar Monterey 6:30pm. Sunday only, also lv S.F. 9am, ar Santa Cruz 11:30am; lv Santa Cruz 5pm, ar S.F. 7:30pm. There will be stops at San Jose, Blossom Hill Rd. (San Jose), Morgan Hill, Gilroy. San Mateo County opted out and will have no stops. S.F.-Monterey will be $7.50 coach, higher for Amclub. Earlier, the Carmel city council voted to oppose startup of the train on the grounds that it would take away transit money needed for the town's bus system. Mr. Lloyd said startup should take place within a year, possibly at the April time change..... NEW TOURIST RAILROAD was starting up July at San Antonio, FL, writes Robert Clark. It's the Trilby, San Antonio and Cypress RR, using about 5 miles of the old ACL route of the West Coast section of the SOUTH WIND/CITY OF MIAMI, between Trilby and San Antonio. This is the now-defunct route than ran via Gainesville, Ocala, Leesburg and Tarpon Springs to St. Petersburg. It's said to have the stiffest grade in Florida--about 2% just east of San Antonio, westbound. An active steam engine was being shipped from Birmingham, to join a "Bicentennial" ex-Navy diesel. Four ex-ACL coaches, open-window type, and a wooden, steel-sheathed 1880's ex-ACL business observation car are there. The restored station is ½-mile north of route 52, 3 miles east of I-75. Add this line to the fine list of U.S. and Canadian tourist railways featured in the Jun/Jul Passenger Train Jour-

nal. And on our vacation near Lake Tahoe we learned that the little tourist line that started at South Tahoe a few years ago went out of business last year; the tracks were torn up..... AMFLEET EQUIPMENT WENT into operation on three Northwestern trains Jul 19 (see Cars & Consists, p.18) after a weekend public display in Seattle and Portland. And speaking of displays, that Bicentennial Transportation display in San Francisco the Fourth of July weekend was a public relations coup for Southern Pacific. The SP was the only exhibitor with its equipment open, and 10,000 people went thru an SP Bicentennial engine. They could only gaze at the exteriors of Amtrak, WP, and ATSF equipment (see last issue, p.12)..... AMTRAK ANNOUNCED THE impending discontinuance of the recently-started LAS VEGAS LIMITED in a Jul 12 release. Trains 781 & 782 would have to come off Aug 8 unless Nevada renews its 403-B contract beyond that date. Actually, the corporation expects the state to do so, and the train to continue, the announcement being a formality..

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THE SOUTHERN RAILWAY has proposed to discontinue its Washington DC-Charlotte, NC PIEDMONT train (trains 5 & 6) effective Jul 23. The National Ass'n of RR Psgrs protested the move, and the ICC was to decide whether to step in and hold hearings. All this happened really fast, since our last issue went out, and protests were to be sent to the ICC by Jul 10 (referring to Finance Docket #28207), addressed to Washington DC 20423. The PIEDMONT received the next-to-the-lowest train rating of all U.S. and Canadian trains in our last rating survey (First Jan. issue)..... BEGINNING SEPTEMBER 8, Amtrak is revising its first class fares so that the portion charged for transportation is the same as the existing coach fare, and the rest of the charge relates to the accommodation. Example: a roomette Chicago-L.A. is now $147 for fare, plus $35.50 for the roomette, total $182.50. In September it will be $110 for fare, plus $72.50 for the roomette, total the same $182.50. The one exception will be Metroliner travel, where a distinction will be maintained between Metrocoach and Metroclub rail fares..... AMTRAK HAS BEEN without a director of on-board services for about nine months. On July 1 the corporation announced the naming of David L. Baucom to the position. Baucom joined Amtrak as a passenger service rep at Washington in April 1971. He later was service inspector at Denver before moving to L.A. as a traveling service supervisor. In L.A. he became general supervisor, then acting regional manager, then manager of on-board services for the L.A. district. Last March he became regional director of on-board services. Mr. Baucom will continue as regional director in addition to national director. He began his railroad career as a car attendant for UP in Nov, 1942. Or, as they say at L'Enfant Plaza, he's ex-UP..... HOUSE-SENATE CONFEREES agreed on Jul 22 to a $420 million figure for Amtrak's budget for next fiscal year..... THE NEW PALMETTO is experiencing heavy ridership, Amtrak said late in July, altho final figures are not ready. On some weekends as many as 375 passengers are found aboard the new train. The COLONIAL's ridership is "much lighter" than that, Amtrak said, and hoped that advertising and time would improve the situation. There is no plan to extend the PALMETTO south of Savannah, Amtrak said, countering a rumor that had been circulating..... SUMMER RIDERSHIP FIGURES won't be in for awhile yet, but Amtrak believes that ridership is higher than last year, and it makes these estimates: since one telephone call to Amtrak results in a reservation made, to every 3.5 calls for information, it should have made about 18,000 reservations between Jun 15 and Jul 15, since it got 1,600,000 calls. That figure is 600,000 calls greater than the same 1975 period. Amtrak said Midwest and Eastern ridership is up, with the West slightly down, and the Southeast stable.....

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THE EMPIRE SERVICE will be seeing new Turboliners by the time this issue is out. Amtrak announced Jul 20 that on Jul 22 the first of 7 new trains from Rohr will be tested on the Buffalo-Albany route in non-revenue service. Revenue operation is to start "as early as Aug 16" with schedules announced later. Trains will be on display along the route before revenue operation begins.....

ROUND TRIP COACH excursion fares on the COLONIAL will be offered beginning Jul 25, allowing a 25% discount, Amtrak announced Jul 20. The discount will apply also to travel on the PALMETTO north of Richmond..... THE LAST STAND of F units? EMD F units 377 and 378 were on the head of the COAST STARLIGHT leaving Seattle Jul 8, with two SDP40F's behind them; engine 378 was in SP colors, 377 in Amtrak livery... TV NEWS VIEWERS the evening of Jul 18 in our area were treated to a picture of the SAN FRANCISCO ZEPHYR (train 5) at Donner Summit that had broken apart. The last 7 cars detached themselves from the train, and a delay of 30mins ensued while the train was reassembled. No one was hurt. A passenger took the photo shown on TV... AMTRAK PURCHASED FROM ConRail this month the 12.2 miles of trackless right-of-way that should have been part of the LAKE SHORE line (known to some as the Roger Lewis Memorial Right-of-Way), but had its rails removed by Penn Central a few years ago. Amtrak will rebuild the line and cut an hour from the train's running time.....

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AMTRAK IS STUDYING three alternatives for a revived train to Boise, ID, according to a late June press dispatch: Portland-Boise; Ogden-Boise; and Ogden-Boise-Portland..... DEPT. OF CORRECTIONS: our report on the Jun 30 derailment of the PANAMA LIMITED last issue indicated a detour over the Tallahassee District of ICG; make that the Tallahatchie District. And here are details on the damaged cars and the initial damage estimates: (consist from front to rear) engine 721, $150,000; engine 717, $86,000; power car 1921, $21,000; baggage 1058, $10,000; 3253 "City of Cleveland", $25,000; 2608 "Pacific Crest", $10,000; 8029, $25,000; 6010, $15,000; 6051, $12,000; 5623, $10,000; 6011, $8000; 6059, $6000; 3958, $2000. There was $30,000 damage to track. Buses were substituted for the rest of the trip, and the next day (Jul 1) train 59 was turned at McComb, MS to run north as #58. Buses filled in in both directions between New Orleans and McComb. On Jul 2, train service into New Orleans was restored, with this consist for the northbound train: engines 701, 705, power car 1916; cars 1193, 9200 "Moonlight Dome", 3250 "Wawasee", 2304 "Rice Bird", 8099, 5469, 5470, 5805, 6050, 3901, 3630 "Casimir Pulaski." In other accident news, an Amtrak train (number unknown) hit a motor home which drove onto the tracks in front of the train in Largo, FL on a recent Saturday night, killing two family members and injuring six others..... PLANS TO AMFLEET the NIGHT OWL have reportedly been put off because of an increase in sleeping car patronage. Amtrak has only 2 all-electric sleepers, not enough to fill out the OWL consists..... AMTRAK IS APPARENTLY serious about the Donner Pass track problem on the SF ZEPHYR line, for its engineers are studying the demands of rebuilding the too-close-together rails. This would certainly need to be done before the bi-level cars arrive, if not to permit bigger domes to operate over the pass. As of this summer, the ZEPHYR carries no domes between Denver and Oakland, the ex-SP cars having been moved to the COAST STARLIGHT. And how will bi-levels fit thru the tunnels near San Luis Obispo on the STARLIGHT route? One rumored suggestion which might be tossed around is to run bi-levels only Seattle-Oakland and Amfleet cars Oakland-L.A., with passengers changing trains at Oakland..... THE NATIONAL ASSOCIATION of RR Psgrs on Jun 30 recommended to President Ford that Paul Reistrup be appointed to fill a vacancy on Amtrak's Board, and submitted a list of 9 names for consideration for filling the other two vacancies created by two recent deaths. In addition, two other terms are expiring--those of Joseph MacDonald and Charles Luna, and NARP recommended reappointing them..... SECRETARY OF TRANSPORTATION William T. Coleman Jr. swore in Theodore C. Lutz as Deputy Under Secretary of Transportation Jul 9..

ADIRONDACK COORDINATING COUNCIL recommended this month in a report to New York State Transportation Commissioner Raymond Schuler a 2-year extension (beyond Sept 8) of ADIRONDACK service. No final decision on this was made. The Council called for increased promotion of the endangered train..... AN INTERNAL MEMO of the Federal Aviation Administration has alerted the air community to an alarming increase in conventional rail usage between NY and DC during the past Easter-Passover period. The FAA calculates that conventional rail (including Amfleet) rose 70% over 1975 while air shuttle increased 15% and Metroliner dropped less than 1%.....

*Seattle Corridor trains, first runs with Amfleet equipment (all Jul 19): PUGET SOUND, train 795: engine 219; cars 21147, 20011, 21171, 21169. MT. RAINIER, train 797: engine 215; cars 21170, 20012, 21176, 21175. PACIFIC INTERNATIONAL, train 794: engine 216; cars 21172, 20015, 21173, 21174.

*CANADIAN, CP train 2, Vancouver, Jul 3: engines 8518, 8525, 8519; cars 2279, "Grant Manor", "Chateau Vercheres", 605, 122, 107, 126, 516 Skyline, "Hunter Manor", "Chateau Richelieu", "Fairholme", "MacDonald Manor", Chateau Lauson", "Banff Park".

*SUPER CONTINENTAL, CN train 2/4, Vancouver, Jul 3: engines 6505, 6602, 6603, 6508; cars 9629, 9631, 5452, 5497, 5562, 5548, 5632, 763, 5720, 5723, "Cape Rosier", 435, "Greenbriar", "Eastport", "Ennismore", "Jasper", 1362, "Emperor", "Evelyn", "Endeavour", "Vermillion River", "Irma".

*NORTH COAST HIAWATHA, train 9, Chicago, Jul 10: engines 538, 575; cars 1202, 1023, MILW 630 (40-seat coach), 4541, 9469, 4505, 4539, 3202, 8046, 2650, 2263,2658. Train 10, Wisconsin Dells, Jul 10: engines 573, 561; cars 1377, MILW 632 (40-seat coach), 4540, 9472, 4533, 9810, 8150, 2624, 2350, 1378.

*EMPIRE BUILDER, train 8, Chicago, Jul 5: engines 531, 612; cars 1064, 1570, 9451 "Silver Lodge", 4810, 9455 "Silver Saddle", 4543, 4529, 9363 "Lake View", 8047, 9225, 2651 "Silver Shore", 2454 "Star Scene", 1378 (deadhead).

*ABRAHAM LINCOLN, train 303, Chicago, Jul 5: engines 400, 410 (E9A's); cars 1600, 5617, 5613, 5010 "Silver Shaft", 5658, 4421, 5801, 5802, 5803, 8322, 9320 "Silver Terrace".

*Fourth of July in New York City: train sightings at Penn Station on the nation's 200th birthday: NATIONAL LIMITED, train 31: engine ConRail 4880 (GG-1); cars 1057, 2604 "Pacific Cape" (L.A. thru car), 2602 "Pacific Beauty", 8081 "Birmingham", 5435, 5640, 3951, 5455, 5429. BROADWAY LIMITED, train 40: engine 921 (GG-1); cars 1164, 2024 "Loch Sloy", 5405, 5270, 5266, 5468, 3404, 8806, 8807, 3211 "Bay State", 2291, 2560 "Wrigley Field". MONTREALER, train 61: engine 952 (E60); cars 1405, 2776 "Alachua County", 2705 "Winter Haven", 2772 "Columbia", 8333, 3209 "Rippling Stream", 7800, 5663, 5683, 6006, 6064, 5462, 7255, 6073, 1154. SILVER STAR, train 81: engines 909, 908 (GG-1's); cars 1512, 2691, 3232 "Sun View", 8012, 4456, 4420, 4576, 4435, 4417, 3409, 8004, 4571, 4439, 4419, 5618, 4585, 2792 "Nash County". SILVER METEOR/CHAMPION, train 88: engines 913, ConRail 4890 (GG-1's); cars 1302, 1411, 4436, 4434, 4595, 8003, 3311, 4453, 4596, 4450, 4564, 2001, 8024, 3213 "Nutmeg State", 2236 "Magnolia Gardens", 2771 "Charlotte", 2690, 2797 "Middle River". PALMETTO/MURRAY HILL, train 89/165: engine 973 (E60); cars 20126 (Amclub), 21057, 21033, 21091 (Amcoaches), 20750 (Amlounge), 21121, 21070, 21128, 21017, 21053 (Amcoaches), 20009 (Amcafe), 21806, 21807 (Amcoaches). COLONIAL, train 167: engine 964 (E60); cars 1357, 20111 (Amclub), 21105, 21060, 21090, 21043, 21803 (Amcoaches), 20021 (Amcafe), 21103 (Amcoach). SOUTHERN CRESCENT, Amtrak train 171: engines 907, ConRail 4895 (GG-1's); cars CNO&TP 3403 "Holston River", SR 820, SR 830, SR 829, ConRail 1537, 5444, 6055, 6000, ConRail 1570, 8399, 5257, 6047, ConRail 1519, ConRail 1504, 6074, 3640 "Miles Standish", baggage (no no.).

(Empire Service trains on same date, recorded at East Syracuse, NY:) SALT CITY EXPRESS, train 62: engine 425 (E9a); cars 6439, 6433, 3957, 6444. Train 75: engine 425; cars 6082, 3963, 6020, 6413. WATER LEVEL EXPRESS, train 74: engine 427 (E9A); cars 6416, 6400, 3959, 6425. Train 73: engines 328, 272 (E8A's); cars 6404, 3956, New Haven 2541, 6445. NIAGARA RAINBOW, train 63: engines 415, 441 (E's); cars 1605, 6423, 6410, 6447, 8341, 6417, 3970. Train 64: engines 442, 264 (E's); cars 1604, 6409, 6449, 6403, 6429, 8342, 6442. LAKE SHORE LIMITED, train 49: engines 722 (P30), 597 (SDP40F); cars 1516, 2027, 2831, 2401, 5656, 5678, 8330, 3336, 5664, 5662, 5465. (Cars 1604 "Washington County" & 1605 "Fairfield County" used on Empire Service have been converted to baggage-coach, outfitted with Amfleet-type coach seats.)

*JAMES WHITCOMB RILEY/MOUNTAINEER, train 50/54, Marion, IN, Jul 17: engines 607 (SDP40F), 412 (E9A); cars 1199, 1070, 2231 "Hialeah", 5452, 6063, 5663, 5666, 8381 "Dixie Journey", 5628, 5618, 2152 "Silver Hyacinth".

Express Ads

Dining car china dishes and glasses, several railroads. Stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, Kansas 67213.

Wanted: Wooden cabooses or passenger cars. Prefer Northeast origin & location, for shipment via B&M. Sid Mann, Box L, Athol, MA 01331. (617) 249-4523.

CHARTER THE AMTRAK-APPROVED PRIVATE CAR "MINNEAPOLIS CLUB." This beautiful round end observation-lounge (with full wet bar) seats 32 passengers. Excellent for Reno weekend parties. Reserve your choice date now from GREAT WESTERN TOURS, Sheraton-Palace Hotel, Suite 900, San Francisco 94105. (415) 398-2994.

AMTRAK Locos and Trains; also Rock Island, Chicago Suburban Trains, etc. Original Kodachrome Slides. Send SASE for Pass. List to: R. P. Campbell, 458 West 137th Place, Ricedale, Ill. 60627.

Dining, sleeping and private car items. Also unusual collector items. Send large SSAE to: RAIL ITEMS, P.O. BOX 1616, MILWAUKEE, WI 53201.

WANTED: Freedom Train schedule for rest of year. Ken Ziegenbein, 905 Valerie, North Little Rock, AR 72118.

WANTED: Summer 1953 S.P., U.P., W.P., ATSF passenger timetables. Pay reasonable price. Don Tustin, 433 Minor Avenue, San Jose CA 95126.

Pacific Southwest Railway Museum Assoc. of San Diego proudly presents VICTORIA. The 1927 private car is on public display from 11 to 5 daily. Only 1 block west of Amtrak Depot on Harbor Dr. Also on display is the Coos Bay Lumber Co. #11. Donations accepted. P.S.R.M.A. Inc.; P.O. Box 12096, San Diego CA 92112.

CHESAPEAKE & OHIO LIGHTWEIGHT PASSENGER EQUIPMENT, 1946-1972 by H. H. Harwood, a 31-page 8½x11 booklet fully illustrated including diagrams, with complete rosters and history and final dispositions, including AMTRAK numbers. Cars went to: B&O,IC,SAL,ACL,DRGW,NYC,C&EI,AT,CNJ,C&NW,GTW,L&N,MP,N&W,SCL. Order today--only $3.00. C&O Historical Society, P.O. Box 417,Alderson WV 24910.

C&O Historical Newsletter is published monthly with photos, diagrams, maps, on all eras of the C&O; modelling, current news, history, including much passenger train history and coverage of C&O AMTRAK operations. Sample copy and details for 50¢ in stamps. C&O Historical Society, P.O. Box 417, Alderson, WV 24910.

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*Seattle Corridor trains, first runs with Amfleet equipment (all Jul 19): PUGET SOUND, train 795: engine 219; cars 21147, 20011, 21171, 21169. MT. RAINIER, train 797: engine 215; cars 21170, 20012, 21176, 21175. PACIFIC INTERNATIONAL, train 794: engine 216; cars 21172, 20015, 21173, 21174.

*CANADIAN, CP train 2, Vancouver, Jul 3: engines 8518, 8525, 8519; cars 2279, "Grant Manor", "Chateau Vercheres", 605, 122, 107, 126, 516 Skyline, "Hunter Manor", "Chateau Richelieu", "Fairholme", "MacDonald Manor", Chateau Lauson", "Banff Park".

*SUPER CONTINENTAL, CN train 2/4, Vancouver, Jul 3: engines 6505, 6602, 6603, 6508; cars 9629, 9631, 5452, 5497, 5562, 5548, 5632, 763, 5720, 5723, "Cape Rosier", 435, "Greenbriar", "Eastport", "Ennismore", "Jasper", 1362, "Emperor", "Evelyn", "Endeavour", "Vermillion River", "Irma".

*NORTH COAST HIAWATHA, train 9, Chicago, Jul 10: engines 538, 575; cars 1202, 1023, MILW 630 (40-seat coach), 4541, 9469, 4505, 4539, 3202, 8046, 2650, 2263,2658. Train 10, Wisconsin Dells, Jul 10: engines 573, 561; cars 1377, MILW 632 (40-seat coach), 4540, 9472, 4533, 9810, 8150, 2624, 2350, 1378.

*EMPIRE BUILDER, train 8, Chicago, Jul 5: engines 531, 612; cars 1064, 1570, 9451 "Silver Lodge", 4810, 9455 "Silver Saddle", 4543, 4529, 9363 "Lake View", 8047, 9225, 2651 "Silver Shore", 2454 "Star Scene", 1378 (deadhead).

*ABRAHAM LINCOLN, train 303, Chicago, Jul 5: engines 400, 410 (E9A's); cars 1600, 5617, 5613, 5010 "Silver Shaft", 5658, 4421, 5801, 5802, 5803, 8322, 9320 "Silver Terrace".

*Fourth of July in New York City: train sightings at Penn Station on the nation's 200th birthday: NATIONAL LIMITED, train 31: engine ConRail 4880 (GG-1); cars 1057, 2604 "Pacific Cape" (L.A. thru car), 2602 "Pacific Beauty", 8081 "Birmingham", 5435, 5640, 3951, 5455, 5429. BROADWAY LIMITED, train 40: engine 921 (GG-1); cars 1164, 2024 "Loch Sloy", 5405, 5270, 5266, 5468, 3404, 8806, 8807, 3211 "Bay State", 2291, 2560 "Wrigley Field". MONTREALER, train 61: engine 952 (E60); cars 1405, 2776 "Alachua County", 2705 "Winter Haven", 2772 "Columbia", 8333, 3209 "Rippling Stream", 7800, 5663, 5683, 6006, 6064, 5462, 7255, 6073, 1154. SILVER STAR, train 81: engines 909, 908 (GG-1's); cars 1512, 2691, 3232 "Sun View", 8012, 4456, 4420, 4576, 4435, 4417, 3409, 8004, 4571, 4439, 4419, 5618, 4585, 2792 "Nash County". SILVER METEOR/CHAMPION, train 88: engines 913, ConRail 4890 (GG-1's); cars 1302, 1411, 4436, 4434, 4595, 8003, 3311, 4453, 4596, 4450, 4564, 2001, 8024, 3213 "Nutmeg State", 2236 "Magnolia Gardens", 2771 "Charlotte", 2690, 2797 "Middle River". PALMETTO/MURRAY HILL, train 89/165: engine 973 (E60); cars 20126 (Amclub), 21057, 21033, 21091 (Amcoaches), 20750 (Amlounge), 21121, 21070, 21128, 21017, 21053 (Amcoaches), 20009 (Amcafe), 21806, 21807 (Amcoaches). COLONIAL, train 167: engine 964 (E60); cars 1357, 20111 (Amclub), 21105, 21060, 21090, 21043, 21803 (Amcoaches), 20021 (Amcafe), 21103 (Amcoach). SOUTHERN CRESCENT, Amtrak train 171: engines 907, ConRail 4895 (GG-1's); cars CNO&TP 3403 "Holston River", SR 820, SR 830, SR 829, ConRail 1537, 5444, 6055, 6000, ConRail 1570, 8399, 5257, 6047, ConRail 1519, ConRail 1504, 6074, 3640 "Miles Standish", baggage (no no.).

(Empire Service trains on same date, recorded at East Syracuse, NY:) SALT CITY EXPRESS, train 62: engine 425 (E9a); cars 6439, 6433, 3957, 6444. Train 75: engine 425; cars 6082, 3963, 6020, 6413. WATER LEVEL EXPRESS, train 74: engine 427 (E9A); cars 6416, 6400, 3959, 6425. Train 73: engines 328, 272 (E8A's); cars 6404, 3956, New Haven 2541, 6445. NIAGARA RAINBOW, train 63: engines 415, 441 (E's); cars 1605, 6423, 6410, 6447, 8341, 6417, 3970. Train 64: engines 442, 264 (E's); cars 1604, 6409, 6449, 6403, 6429, 8342, 6442. LAKE SHORE LIMITED, train 49: engines 722 (P30), 597 (SDP40F); cars 1516, 2027, 2831, 2401, 5656, 5678, 8330, 3336, 5664, 5662, 5465. (Cars 1604 "Washington County" & 1605 "Fairfield County" used on Empire Service have been converted to baggage-coach, outfitted with Amfleet-type coach seats.)

*JAMES WHITCOMB RILEY/MOUNTAINEER, train 50/54, Marion, IN, Jul 17: engines 607 (SDP40F), 412 (E9A); cars 1199, 1070, 2231 "Hialeah", 5452, 6063, 5663, 5666, 8381 "Dixie Journey", 5628, 5618, 2152 "Silver Hyacinth".

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